

Aruba Esso News

VOL. 25, No. 6

PUBLISHED BY LAGO OIL & TRANSPORT CO., LTD.

March 28, 1964

Planta NFAR Abao pa Promer Inspeccion; Reparacion Haci Tambe Ariba Alky No.2

E unidad fraccionadora di nafta, cu originalmente a worde traná na September 1960, recientemente a baha pa su promer inspeccion. Durante e renobacion, cual a tuma casi dos siman, e forno-nan a worde reconstrui completamente. E murayanan bieuw a worde tumbá abao y un muraya di un estilo nobo a keda instalá den cada forno.

Na mes tempo, Unidad di Alky No. 2 (AAR #2) a baha pa como un siman pa un inspeccion segun programa regular. Hunto cu e reparacionnan di costumber, e parti ariba di towerman a worde kitá.

E Unidad NFAR su funcion ta pa cambia destilato normal pa propane, butano, hexano, heptano y pentano, cual productionan ta worde usá pa mescla cu otro productonan. Mientras e unidad aki tabata abao pa inspeccion, e unidad di LEAR tabata haci su trabao — di promer biaha cu esaki a ser haci y cu exito tambe.

Pa haci e trabaoonan di inspeccion y reparacion, como 60 pa 70 homber mester a traha na cada warda y ademá empleadonan di Chicago Bridge & Iron Co.

Ademá di e murayanan di forno nobo, un tipo nobo di quemador di azeta, yamá Minair, a worde instalá. Un aspecto curioso y agradable den e reconstruccion di e forno tabata cu Bigelow-Liptak Co. a worde duná e plannan original di e Unidad NFAR y despues cu su representante tabata na Aruba pa un examenacion mas mehor, nan por a entrega un set nobo di plannan. Nan tambe a entrega e blokinan y metalnan cu tabata necesario. E mes un sistema aki a worde sigui na otro ocasionnan, pero den e caso aki e resultadonan a worde yamá excepcionalmente bon. Un ayudo pa esaki ta tambe cu ora e planta a worde inspectá "mientras na operacion", tur e towerman a ser hayá di ta den bon condicion y nan tabata afectá masha poco door di corrosion interno.

Pa un periodo, ambos planta di Alky y NFAR tabata abao. Alky su planta ta produci alkilato, cual ta ser usá den trahamento di combustibles pa avionnan.

R. H. Saunders Completes Thirty Years In Lago Process, Marine Departments

Richard H. Saunders, a shift foreman in the Process Department, slated to enter the annuitant ranks early next month, celebrated thirty years of service recently and was honored at ceremonies presided over by Lago Vice President R. E. Nystrom.

Process Department Manager G. L. MacNutt described Mr. Saunders' record and achievements since joining the company. Mr. MacNutt commended Mr. Saunders for his knowledge of both ship and shore operations and said he considered him "one of the best sailors" he has ever known.

It was also pointed out during the ceremony that Mr. Saunders recently passed his private airplane pilot license examination and is considering purchasing his own plane. For a while after his retirement, Mr. Saunders said he plans to live in southern France where "the government is encouraging private flying."

Commenting on his sailing activities, Mr. MacNutt mentioned that Mr. Saunders at one time sailed on a ship which he equipped with a complete woodworking shop.

Mr. Saunders was originally employed with Esso Transportation Company March 9, 1934, and served with this company in a seagoing capacity until May, 1946, filling the positions of third officer, second officer, first officer, master and relieving master. He transferred to Lago as a subforeman-docks in Receiving and Shipping. In 1948 his title was changed to foreman. In 1953 he was promoted to relief foreman-Receiving and Shipping and in January, 1955, he was promoted to shift foreman, the position he presently fills.



R. H. Saunders

Jersey Names Patrick Latin America Coordinator

Former Creole Petroleum executive William I. Patrick has been named regional coordinator for Latin America by Jersey Standard. Mr. Patrick has been assistant regional coordinator for Europe, the Mediterranean and West Africa. Mr. Patrick has also been president of Esso Argentina.

R. W. Schlageter Retiring After Thirty Years at Lago; Was First Esso News Editor

Assistant Public Relations Manager R. W. Schlageter will retire and leave Aruba in mid-April after more than thirty years service to Lago.

Mr. Schlageter joined Lago in September, 1929, as an employee of the Accounting Department's typing division. He was there until March, 1931, when he had a short break in service.

Returning to Aruba in September, 1933, he worked successfully in the typing division, oil accounting and as an assistant cashier. In 1936 he was made secretary to then plant manager L. G. Smith, with whom he served until 1939.

In 1940, when the Aruba Esso News was founded, Mr. Schlageter became its first editor. He has been assistant public relations manager since 1951.

Mr. Schlageter put out the first issue of the Aruba Esso News Dec. 18, 1940, inaugurating an effort which over the last twenty three years has become a Lago institution.

The original issue was a six-page edition about one-half the size of the present Esso News and was published in Curaçao, which required bi-weekly flights to accomplish the task.



R. W. Schlageter

Esso Officially Opens New \$15 Million Refinery At Port Dickson, Malaya

Prime Minister Prince Tunku Abdul Rahman formally opened the new \$15 million refinery of Esso Standard Malaya Limited March 3, in ceremonies attended by Sultan Mohamad Said bin-Mohamad, head of the State of Negri Sembilan in which the refinery is located, and other government and company officials.

Marion W. Boyer, executive vice president and director of Standard Oil Company (New Jersey), who addressed the dedication gathering, pointed out that the new refinery would supply enough petroleum products to meet more than half of Malaysia's requirements.

Mr. Boyer also paid tribute to the confidence of 33,000 Malaysian investors whose ownership interest in Esso Standard Malaya amounts to thirty-five per cent in the company which has fixed assets of \$21.3 million. Esso Malaya's public stock offering took place in April, 1963, after the company had acquired the whole of Esso's marketing business and assets in what was then the Federation of Malaya.

The Esso Malaya refinery is located outside of Port Dickson, a small town of 5,000 population, about 60 miles southwest of Kuala Lumpur, the Malaysia capital. The refinery is surrounded on three sides by vast rubber and palm oil plantations. In addition to construction of the refinery itself, an anchorage was prepared capable of accommodating tankers of up to 90,000 deadweight tons — among the largest cargo ships afloat. The supply of crude oil comes from Jersey Standard sources in the Persian Gulf.

The Port Dickson refinery will employ about 100 people all of whom will be Malaysian nationals except for about a dozen expatriate personnel who will train Malaysians to assume increasing responsibilities. During the period of refinery construction, a number of Malaysian technicians were sent by Esso Malaysia to Jersey Standard affiliate refineries in the United States, England, Japan, and The Philippines, for advanced refinery operation training. Others have been attending training courses conducted by the company in Malaysia.



RECENT VISITORS to Lago included, left to right, Dr. L. J. M. Beel, vice president Council of State, C. W. J. Jonckheer, vice chairman of the Netherlands Antilles Advisory Council and I. S. De Cuba, acting Lt. Governor of Aruba, shown here with Public Relations Manager E. Byington. Dr. Beel, twice prime minister of Holland, visited Aruba as part of an Antilles tour. While at Lago he held brief discussions with Vice President R. E. Nystrom and Director F. W. Switzer and was conducted on a tour of the refinery.

RECIENTE BISHITANTENAN na Lago tabata robes pa drechi Dr. L. J. M. Beel, Vice President di Raad van State, C. W. J. Jonckheer, vice president di Adviesraad di Antillas Holandes y I. S. de Cuba, Gezaghhebber Interino di Aruba, cu ta munstrá aki hunto cu Gerente di Relaciones Publico E. Byington. Dr. Beel, kende tabata Promer Ministro di Holanda dos biaha, a bishita Aruba como parti di su paseo den Antillas. Mientras na Lago, el a tene un discusion cortico cu Vice President R. E. Nystrom y Director F. W. Switzer y a worde hibá ariba un paseo den refinaria.

NFAR Unit Undergoes First Turnaround; Repair Work Also Completed on Alky No. 2

The Naphtha Fractionating unit, originally constructed in September, 1960, recently came down for its first turnaround. During the re-vamping, which took almost two weeks, the furnaces were entirely rebuilt. The old walls were knocked down and a new-type suspended wall was installed in each furnace.

At the same time, Alky unit number two (AAR No. 2) was down about a week for a regularly scheduled turnaround. Along with the usual repairs, the overhead structure was removed from the towers.

The NFAR unit's function is break down normal distillate into propane, butane, hexane, heptane and pentane which are used for blending purposes. While the unit was undergoing turnaround, the LEAR unit handled this function — the first time this was done and it met with success.

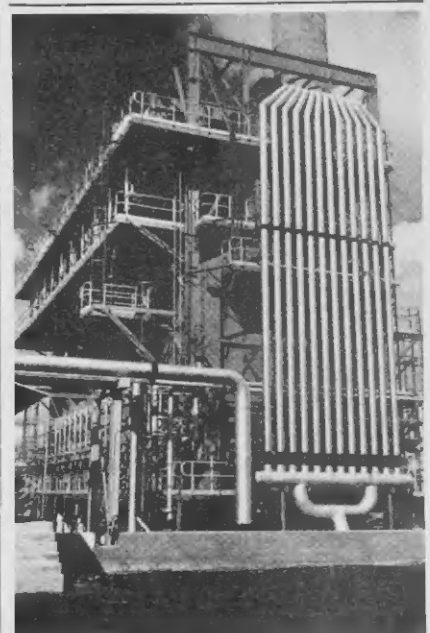
For the turnaround, some 60-70 men per shift were required plus the men from Chicago Bridge and Iron Co.

Along with the new suspended furnace walls, a new type oil burner, Minair, has been added. One curious and pleasant aspect of the furnace rebuilding was that Bigelow-Liptak Co. was supplied the original prints of the NFAR unit and, after its representative was in Aruba for a closer examination, they were able to supply the new set of prints. They also supplied the bricks and metals involved on this basis. This practice has been followed on other occasions, but in this case the results were termed exceptionally good. One assist to this is that when the unit was inspected "on stream", all the towers were found to be in good condition and were affected by little internal corrosion.

For a time, both the Alky and NFAR units were down. The Alky unit produces alkylate which is used in the compounding of aviation fuels.

In his address, Mr. Boyer said that the training of Malaysians for marketing operations as well as refining was in line with Jersey Standard's worldwide policy.

"This policy," he said, "flows from our belief, based on experience, that the talents required for highly technical work, and the ability to absorb technical training, are found — and should be developed — among the people of every country of the world."



THIS IS the way NFAR unit appeared shortly after it was erected in September, 1960. The unit recently underwent its first turnaround during which new furnace walls were added.

ESAKI TA com e unidad NFAR tabata parce poco despues el a worde construi na September 1960. Recientemente e planta a worde sometí na su promer inspeccion y reparacion, durante cual muraya nobo di forno a worde agregá.

Promer Redactor di AEN R.W. Schlageter Ta Retira Despues di Trinta Anja

Asistente Gerente di Relacion Publico R. W. Schlageter lo retira y laga Aruba na mitar di April despues di mas cu trinta anja di servicio na Lago.

Sr. Schlageter a drenta servicio di Lago na September 1929 como un empleado di Accounting Department su division di type. El a keda aya te Maart 1931, tempo cu el tabatin un interrupcion cortico den servicio.

Despues di a bolbe Aruba na September 1933, el a traha sucesivamente den division di type, den "oil accounting" y como un asistente cahero. Na 1936 el a worde nombrá secretario di Gerente di Planta L. G. Smith, cu kende el a traha te 1939.

Na anja 1940, tempo cu Aruba Esso News a ser fundá, Sr. Schlageter a bira su promer redactor. El tabata Asistente Gerente di Relacion Publico desde 1951.

M. E. Fisk Assigned To IPC in Coral Gables

M. E. Fisk has been assigned to the headquarters office of International Petroleum Company. The effective date of his assignment, which will locate him in Coral Gables, Florida, is June 1.

Mr. Fisk, for the past two years, has been vice president, general manager and a director of the Antilles Chemical Company. Prior to his March 1, 1962, appointment to these positions, Mr. Fisk had completed over twenty years of Lago service. In that time he rose from a process engineer to a company director. The appointment to Lago's board was made Oct. 1, 1961.

Mr. Fisk's Lago employ began in the Technical Department. Nine years later he transferred to the Process Department, and was named superintendent of that department in September, 1959.

(Continued on page 2)

ARUBA **Esso** NEWS

PUBLISHED EVERY OTHER SATURDAY, AT ARUBA, NETHERLANDS
ANTILLES, BY LAGO OIL & TRANSPORT CO., LTD.
Printed by the Aruba Drukkerij N.V., Neth. Ant.

"If a man does not keep pace with his companions, perhaps it is because he hears a different drummer. Let him step to the music which he hears, however measured or far away."

Henry David Thoreau



AT THE time this photo was taken, it's quite possible the only eyes on the child drummer were those of the photographer and the attentive listener on the right, for at another part in the large hall a carnival queen crowning held a large crowd's attention. The drummer may have been simply expressing himself or he may have been swept up in the Carnival excitement and pageantry. In any event, both he and his audience were in complete communication.

E TEMPO cu e portret aki a ser tumá, ta bien posible cu e unico wowonan ariba e mucha cu su tambor tabata esnan di e fotografo y e persona cu ta scucha cu atencion, banda drechi, pasobra na un otro parti den e saal grandi e coronacion di un reina di Carnaval tabata atrae e atencion di un multitud grandi.

Step to Your Own Drummer

In today's fast-moving and ever-changing world, there is no question but that increased amounts of formal education are the best tools with which we can equip our youth.

Also, it is certainly the desire and dream of every parent that his children achieve both a financial success and attain personal happiness. Unfortunately, the two do not necessarily go hand in hand. In fact, unless one is happy with one's life work, the chances are decreased that financial success will be achieved, for mediocrity is the result of lack of interest and it is rarely rewarded.

The responsibility each person has toward the youth is not only to encourage formal education, but to strive for expanding interests which will stoke the fires of thought and ignite the spark of imagination. It's important that intellectual horizons are not allowed to approach an elbow's length but instead are maintained somewhere between the mind and the stars.

And as each one of the myriad stars illuminates one small part of the infinite expanse, so are there as many opportunities for self expression and creative endeavor. Not all children have the ability or inclination to be doctors, lawyers or engineers, but all have some area which appeals to their particular fancy. Parents are often concerned, and rightly so, about subjects at which their children are weak in school. Equally important, however, is to encourage activity in the matters at which they perform best and, probably, are most interested in.

In the final analysis, it's not so much the chosen field of endeavor, but rather the degree of achievement in that area.

Sigui Paso di bo Tambor

"Si un hende no ta tene compas cu su companjeronan, podiser ta pasobra el ta tende un diferente tambor. Laga e tene paso cu e musica cu el ta tende, maske com e compas ta of com leuw e ta."

Henry David Thoreau

Den e mundo di awendia cu ta move rapidamente y ta cambia semper bai, ta claro cu mas y mas educacion formal ta e mehor herment cu cual nos por equipá nos juventud.

Ademas, siguramente ta e deseo y sonjo di cada mayor cu su yiunan lo logra un exito financiero y tambe haya felicidad personal. Desafortunadamente, e dosnan aki no tin mester di bai hunto cu otro. En realidad, cu excepcion si un hende ta feliz cu su trabao regular, tin menos chens cu e lo obtene exito financiero, pasobra un nivel intremedio ta resultado di falta di interes y rara vez esaki ta duna recompensa.

E responsabilidad cu cada persona tin pa juventud no ta solamente pa encurasha educacion formal, pero pa trata di aumenta interesnan cual lo stimula pensamento y pone imaginacion traha. Ta importante cu horizontenan intelectual no ta keda limitá te na unda bo man ta yega, pero en cambio ta keda manteni mas o menos entre un hende su mente y streanan.

Y mescos cu cada uno di e miles di streanan ta ilumina un parti chikito di e universo infinito, asina tambe tin mes tanto oportunidad pa un hende expresa su mes y haci esfuerzonan creativo. No ta tur muchanan tin e abilidad of inclinacion pa ser dokternan, abogado di ingeniero, pero tur tin cierto terreno particular cu nan ta gusta. Mayornan hopi bez ta preocupa, y cu razon, tocante algun lesnan den cual nan yiunan ta zwak na school. Sinembargo, igualmente importante ta pa encurasha actividadnan den asuntonan den cual nan ta haci bon y, probablemente, den cual nan ta mas interesá.

Mas importante den final, no ta asina tanto e terreno di estudio cu nan ta scoge, pero envez e grado di exito cu ta ser lográ den e terreno.

Esso Exploration Formed; Former Creole Executive Heads Up New Affiliate

Formation of a new affiliate, Esso Exploration, Inc., to carry out oil exploration activities abroad outside of the areas of existing oil producing affiliates of the company, has been announced by Standard Oil Company (New Jersey).

The new company, with headquarters in New York, will assume the responsibilities of directing existing Jersey exploration ventures, as well as any new ventures that might be established. These responsibilities are presently being handled by Jersey's Producing Coordination Department.

President of Esso Exploration, Inc., will be Zeb Mayhew, who has been associated with oil producing activities of the Jersey Standard organization for 27 years. Since 1961 Mr. Mayhew has been an executive vice president and director of International Petroleum Company, Ltd., with headquarters in Coral Gables, Florida. Before that he was deputy coordinator of producing activities for Standard Oil Company (New Jersey) in New York, after spending fourteen years in Venezuela as a geologist and district superintendent with Creole Petroleum Corporation.

A native of New Orleans, Mr. Mayhew began his career in the oil business in 1937 with the Humble Oil & Refining Company in Houston, shortly after his graduation from Princeton University as a geologist.

R. H. Saunders, Foreman di Process, Honra den Ceremonianan di Trinta Anja

Richard H. Saunders, un Shift Foreman den Depto. di Process cu ta ariba lista pa dreña fila di pensionista na principio di otro luna, a celebra su trinta anja di servicio na Lago recientemente y a ser honrá na ceremonianan presidí door di Vice President R. E. Nystrom.

Gerente di Departamento di Process G. L. MacNutt a describi Sr. Saunders su record y loke el a logra desde cu el a bini na Lago. Sr. MacNutt a comenda Sr. Saunders pa su conocemento di ambos operacion di bapor y na tera y a bisa cu el ta considerele uno di e mehor marinero cu el a conoce.

Tambe a worde munstrá cu Sr. Saunders recientemente a obtene su diploma como pilot di avioneta y cu e tin plan pa bai biba den parti sur di Francia pa un poco tempo despues di su pension. Ilustrando su abilidad y experiencia den navegacion, a ser mencioná cu Sr. Saunders un tempo tabata donjo di un barco cual el a equipá cu un completo taller di carpinter.

Originalmente Sr. Saunders tabata empleá cu Esso Transportation Company Maart 9, 1934 y a traha cu e compania ey te April 1946 ariba bapornan. El a cambia pa Lago como un Subforeman di Dock den Receiving & Shipping Department. Na 1948 el a haya promocion pa Foreman y luego atrobe pa Relief Foreman y ultimamente pa Shift Foreman, e posicion cual el ta ocupa actualmente.

Sr. Saunders su trinta anja di servicio a ser lográ sin un ausencia deductible for di su servicio y nunca a sufrí un accidente industrial cu perdida di tempo.

Jersey Refining Coordinator F. Holloway Elected President of Esso Research

Dr. Frederic A. L. Holloway, deputy refining coordinator for the Standard Oil Company (New Jersey), has been elected president and a director of Esso Research and Engineering Company, principal scientific affiliate of Jersey Standard.

Dr. Holloway, whose election is effective April 1, succeeds Dr. C. F. Jones, who was elected an executive vice president and director of the Humble Oil & Refining Company.

The new Esso Research president has been in his current position for almost two years. Prior to that he served as vice president for manufacturing of Humble Oil.

A native of North Carolina, Dr. Holloway began his career with the Jersey organization at the Baton Rouge, La., refinery in 1939, after receiving a doctor's degree in chemical engineering from the Massachusetts Institute of Technology. He also holds a bachelor's degree in the same field from the Georgia Institute of Technology.

Presentacion di Oloshi Ta Marca Cuarto Siglo na Lago pa 26 Empleado

Un grupo di binti-siete empleado re presentando seis departamento a ricibi nan oloshi na Maart na ceremonianan celebrando nan binti-cinco anja di servicio na Lago. Director di Lago F. W. Switzer a haci e presentacionnan, cual a trece e cantidad di oloshinan presentá na 1412.

Di e binti-siete hombernan, mas cu diezcuater ta empleá den Depto. Mechanical. Process Department tabata representá pa seis empleado y Depto. Tecnico, Marina y Comptroller cada uno tabatin dos. Depto. Medico tabatin un empleado na e ceremonia.

Recipientenan di Depto. Mechanical tabata F. Noguera, S. Tromp, J. A. Schotborg, B. P. Christiaans, B. F. Semeleer, T. J. D. Ras, T. Figaroa, E. B. De Palm, S. V. Commencencia, J. F. Tromp, M. Lacle, G. J. Croes, E. L. Samson y B. Luydens.

E presentacion pa Process a bai pa J. G. Gomes, J. H. Smits, I. Franken, L. van Esch, M. Christiaans y D. Luidens.

Esnan di Depto. di Marina tabata C. R. Egbrechts y S. I. S. Fernandes.

Recibiendo oloshi di Depto. Tecnico tabata G. Echelson y R. B. Statie.

Den Comptroller's Department e oloshinan a bai pa St. G. D. S. Bernéz y C. J. Sibilo. E empleado cu a ricibi oloshi den Dept. Medico tabata M. A. Bobb.

Esso Exploration Forma; President Mayhew Tabata Un Ehecutivo di Creole

Formacion di un afiliado nobo, yamá Esso Exploration, Inc., pa emprende actividadnan di exploracion di petroleo den estranheria pafor di e lugarnan di e existente afiliadonan productor di petroleo di e compania principal, a worde anuncia door di Standard Oil Company (di New Jersey).

E compania nobo, cu tin su oficina principal na Nueva York, lo asumi responsabilidadnan pa dirigi e actual venturanan di exploracion di Jersey y tambe cualkier ventura nobo cu por worde estableci. E responsabilidadnan aki te awor ta basta bao encargo di Departamento di Coordinacion di Produccion di Jersey.

President di Esso Exploration, Inc., lo ta Zeb Mayhew, kende ya ta asociá cu e actividadnan productora di petroleo di Compania Jersey Standard pa 27 anja. Desde 1961 Sr. Mayhew tabata un vice president ehecutivo di International Petroleum Company, Ltd., cu tin su oficina mayor na Coral Gables, Florida. Promer cu esey el tabata Coordinador Substituto di actividadnan productora pa Standard Oil Company (New Jersey) na New York, despues cu el a trata diez cuater anja na Venezuela como un geólogo y superintendente di distrito cu Creole Petroleum Corporation.

Siendo un nativo di New Orleans, Sr. Mayhew a cuminsa su carera den negocio petrolero na 1937 cu Humble Oil & Refining Company na Houston, poco despues cu el a gradua for di Princeton Universidad como un geólogo.

M. E. Fisk Transferi Pa IPC na Coral Gables

M. E. Fisk a worde transferi pa e hoofdkwartier di International Petroleum Company. E fecha efectivo di su encargo ta dia 1 di Juni y e lo ta estableci na Coral Gables, Florida.

Sr. Fisk, pa e ultimo dos anja, tabata vice presidente, gerente general y un director di Antilles Chemical Company. Promer cu su nombramento, dia 1 di Maart, 1962, Sr. Fisk a completa mas cu binti anja den servicio di Lago. Den e tempo el a subi for di process engineer pa un director di compania. Su nombramento na e Junta di Lago a tuma lugar dia 1 di October, 1961.

E empleo di Sr. Fisk cu Lago a cuminsa den Technical Service Department. Nuebe anja despues el a worde transferi pa Process Department, y a worde nombrá superintendente di e departamento ey na September, 1959.

M. E. FISK

(Continued from page 1)

All of Mr. Fisk's Lago and Antilles service has been in Aruba with the exception of a six-month training assignment in the former Esso Export Corporation's sales and traffic department in New York.



TWO OF the many Standard Oil Company (N.J.) tankers that have been enlarged or "jumboized" as the shipping world refers to the lengthening, are the Esso Cristobal and the Esso Caracas, regular visitors to Lago. Both have increased their deadweight tonnage.

DOS DI hopi tankeronan di Standard Oil Company (N.J.) cu a worde haci mas grandi den largura, ta Esso Cristobal y Esso Caracas, cu ta bishita Lago regularmente.

'Ta E Seguridad Cu Ta Paden ta Conta' Ora bo Mester Bisti Sapato di Trabao

E storia aki no ta mescos cu e cuenta largo increíble cu ta termina cu e les moral cu "pa falta di un sapato, un nacion a bai perdi."

E storia aki su alcance ta hopi menos, y ta particularmente mas específico den su naturaleza y ciertamente mas agradable na su fin, pasobra "un sapato a scapa un pia."

E storia aki ta tocante un tipo particular di sapato, un sapato di seguridad.

Manera ta munstrá ariba portret, un sapato di seguridad recientemente tabata nifica e diferencia entre un accidente serio y loke awor por worde describí den un forma alegre como un "inconveniencia menor."

En corto, tabatin un grupo di riggers tabata move dos "excitor rheostat" cu a ser desmantelá for di Powerhouse pa Salvage Yard. E rheostat a slip for di su plataforma y baha ariba e pia di un di e riggers nan kende, afortunadamente, tabatin su pia mehor y mas seguro adilanti.

Particularmente notable di e resultado ta e hecho cu e empleado di Lago tabata por a posa pa e portret nan casi inmediatamente despues di e evento. Su sapato di seguridad, manera a keda demostrá, a proba di ta mas valúable cu cualquier poliza di seguridad cu el por tabatin.

E peso di e rheostat na e momento di e impacto ta worde calculá na mas cu 2,000 liber.

Hopi ta ser bisá tocante e virtúdnan di bistimento di sapato di seguridad y e proteccion cu el ta duna contra obhetonan cu ta cai. Hopi frecuente ta ser demostrá hopi sinceramente y dramáticamente precies com importante e proteccion extra aki por ta. Den e caso aki, tin un probabilidad cu e dedenan di pia di e homber lo por a ser kibrá completamente.

Di tur e casonan den reciente historia den cual un sapato di seguridad mester a proba su valor, ni un solo di nan a faya den su límite. Pero mescos cu tur otro cos, sin embargo, tin un límite pa e cantidad di proteccion cu un sapato di seguridad ta duna.

Manera e fotografianan ta indica, e sapato di seguridad a ser poní ariba un crusher Tinius-Olsen pa determina precies cual ta e límite di un sapato di seguridad.

E sapato di seguridad gestest door di A. Tromp y I. P. Vrolijk, cual a worde tumá sin piki for di e surtido den Comisario di Lago, a wanta un presion di 28,000 liber promer cu el a faya. Un pia di un homber lo por a keda completamente sin danjo bao un presion di menos cu 20,000 liber of diez ton di presion.

Convertiendo e resultadonan di e testnan y despues di a midí e efectonan ariba e solé di e sapato, a ser determiná cu si e rheostat a cai for di un altura di dos pia — en realidad el a cai for di como siete dum halto — e impacto lo tabata como 15,000 liber of ainda como 5,000 liber menos cu e límite di seguridad.

Excepto bao condicionnan experimental, lo ta algo relativamente masha stranj pa 20,000 liber di presion constante por yega di ser centralizá ariba e lugar chikito di dedenan di pia. Si esaki por worde haci, sin embargo, esaki lo requeri e equivalente di e siguiente pesonan:

Dos Fiat 500	2,040
Diez Drum (di 55 galon)	450
100 galon di gasolin	605
100 blokki di cement 4x8x16	1,500
100 Pia Cubico di Madera Hemlock seco	2,500
100 blokki di cement 8x8x16	5,000
Diez Pia Cubico di Madera Hickory seco	530
70 saco di cement di 100 lbs.	7,000
Diez Bateria di Auto (seco)	370
	19,995

Ora nos mira na e prijs di un sapato di seguridad, nos mester mira tambe cuanto e costo di e consecuencia di no a bisti nan por ta. For di punta di vista di por sigui percura pa nos familia, no tin cuestion cu seguridad y prevencion di accidente ta paga dividend halto.

Nunca a ser determiná precies "cuanto angel por balia ariba punta di un feneta," pero si ta conócí cu por lo menos cuarenta olifante di 500 liber por balia ariba e punta di un sapato di seguridad.

NEW ARRIVALS

January 30	DIRKSZ, Tiburelio - Yard: A son, Martinus Hipolito
February 1	FELICIANO, Raymundo - Storehouse: A daughter, Lourdes Ludwina
February 3	RASMLIN, Dominico - Rec. & Ship: A daughter, Agnes Cheryl
February 5	DANIA, Matheo - Mason: A son, Nicolaas GEERMAN, Ricardo S. - Acid & Edel: A daughter, Lourdes Astrid
February 8	QUANT, Bartolome K. - Electrical: A daughter
February 9	ARRINDELL, Alwin M. - Lago Police: A son, Patricio Casimiro Alberto
February 10	FIGAROA, Balbino P. - Lab No. 1: A daughter
February 11	KOCK, Francisco - LOF: A daughter
February 12	GREAU, Daniel L. - Garage: A son
February 13	THIJSEN, Ricardo - Machinist: A daughter, Helen Margaret
February 14	AREND, Guillermo - Rec. & Ship: A daughter, Esther Bernadette Maria
February 15	GEERMAN, Alejandro - Rec. & Ship: A son, Juanito Alejandro
February 16	BARRY, Ulric O. - Carpenter: A daughter, Sandra Henriette
February 17	LOOPSTOK, Ciriaco - Pipe: A daughter, Jean Astrid
February 18	VIOLENT, Andre - Metal Trades: A son, Carlos Guillermo
February 19	GIL, Ramiro - Marine: A son, Nelson Gonsalves
February 20	DABIAN, Andres A. - LOF: A daughter, Lourdes Angelia Emiliana
February 21	CROES, Ambrosio M. - TD Lab: A daughter, Esther Lilian Rachel
February 22	HENRIQUEZ, Hendrik F. - Comm. Serv.: A son, Martinus Hubertus Jacobo
February 23	CROES, Frans J. - TD Eng: A son, Farley Jay
February 24	BOEKHOUDT, Feliciano - LOF: A daughter, Mirla Arlene
February 25	BRIEZEN, Elauterio - Yard: A son, Rudolfo Aleo
February 26	De COTEAU, Laurie - Medical: A son, Leslie Conroy
February 27	FRANS, Ricardo A. - LOF: A daughter, Marjorie Yvonne Gabina
February 28	KELLY, Juan P. - Carpenter: A daughter, Lilian Omyra
February 29	YARZAGARAY, Pedro H. - TD: A daughter
February 30	AREND, Maximo R. - Garage: A daughter
February 31	WERLEMAN, Jan A. - Yard: A son, Johnny
February 32	DALHUYZEN, Bouke - Medical: A son, Erik

Refineria Nobo di Esso A Worde Habri na Malaya Ta Costa \$15 Million

Primer Ministro Prins Tunku Abdul Rahman cu un ceremonia a habri e refineria nobo di Esso Standard Malaya Limited cu ta costa 15 Million Dollar Maart 3, den presencia di Sultan Mohamad Said bin-Mohamad, Hefe di Estado di Negri Sembilan den cual e refineria ta situá, y otro autoridadnan di gobierno y compania.

Marion W. Boyer, vice president ehecutivo y director di Standard Oil Company (New Jersey), kende a papia na e inauguracion, a muntra cu e refineria nobo lo produci bastante productonan di petroleo pa satisfice mas cu mitar di e necesidadnan di Malasia.

Sr. Boyer tambe a duna homenahe pa e confianza di e 33,000 invertidores di Malasia, kende tin un parti como donjo di Esso Standard Malaya cu ta suma trinta y cinco porciento den e compania, cual tin un capital na propiedad di 21.3 million dollar. Ofresco pa cumpra accion den Esso Malaya a tuma lugar na April 1963 despues cu e compania a tuma over tur e negocio di ventas y propiedadnan di Esso den loke e tempo aya tabata yama e Federacion di Malaya.

E refineria di Esso Malaya ta situá pafor di ciudad Port Dickson, cual ta un ciudad chikito di 5,000 hende y como 60 milla zuidwest di Kuala Lumpur, e capital di Malasia. E refineria ta encerrá na tres banda door di plantacionnan extenso di rubber y palma di azeta. Ademas di e construccion di e refineria mes, un lugar di mara bapor a worde trahá cu un capacidad pa acomoda tankeronan te 90,000 ton — cualnan ta bapornan di carga mas grandi ariba lama. E entrego di azeta crudo ta bini for di fuentenan di Jersey Standard den Golfo di Persia.

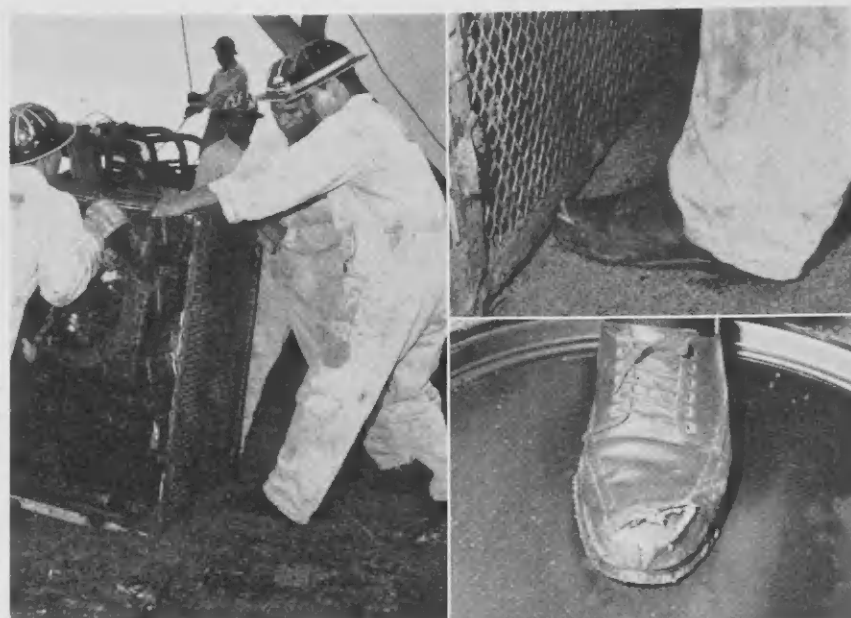
E refineria di Port Dickson lo emplea 100 hende, y tur lo ta nacionalnan di Malasia, cu excepcion di un diesdos empleado expatriá kende lo train e Malasianonan pa asumi responsabilidadnan mas grandi. Durante e periodo di construccion di e refineria, un cantidad di tecnico-nan di Malasia a worde mandá door di Esso Malasia pa refinerianan afiliado di Jersey Standard na Estados Unidos, Inglaterra, Japon y na Filipinas, pa training avanzá den operacion di refineria. Otronan a sigui cursonan di entrenamiento conduci door di e compania na Malasia mes.

Den su discurso, Sr. Boyer a bisa cu e training di hendenan di Malasia pa trabaoan di ventas y tambe di refinacion tabata di acuerdo cu poliza mundial di Jersey Standard.

"E poliza aki," el a bisa "ta resultado di nos querencia, basá ariba experiencia, cu e talentonan requeri pa trabao altamento tecnico, y e abilidad pa absorba training tecnico, ta worde encontrá — y mester ser desaroyá — entre e hendenan di tur paisnan di mundo."

Schedule of Paydays

Monthly	
March 1-31	Wednesday, April 8
Semi-Monthly	
March 15-31	Wednesday, April 8



RIGGERS WERE moving an excitor rheostat; top right photo shows point of contact when object slipped. Leather ruined but plate unharmed. RIGGERMAN TABATA moviendo un excitor rheostat, y e portret banda drechi ariba ta muntra e punto di contacto ora e obheto a slip.

It's Surely What's Inside That Counts When Putting On Your Working Shoes

This story is quite unlike the yarn that concludes with the moral that "for want of a shoe, a nation was lost."

This story is considerably less broad in scope, particularly more pertinent in nature and certainly more pleasant in ending, namely that "because of a shoe, a foot was saved."

It is with that particular type shoe, a safety shoe, that this story concerns itself.

As is displayed pictorially, a safety shoe recently meant the difference between a serious injury and what can now be pleasantly described as a "minor inconvenience."

Briefly, a group of riggers were moving two dismantled excitor rheostats from the Powerhouse to the Salvage Yard. The rheostat slipped off its base and came crashing down on the foot of one of the riggers who, fortunately, had his best and safest foot forward.

Particularly noteworthy of the result is the fact that the Lago employee was able to pose for the pictures almost immediately following the occurrence. His safety shoe, it turned out, proved more valuable than any insurance policy he might have had.

The weight of the rheostat on impact has been computed at over 2,000 pounds.

Much is said about the virtues of wearing safety shoes and the protection they afford from falling objects. Every-so-often, it is demonstrated quite candidly and dramatically just how important this extra protection can be. In this case, there is a likelihood that the man's toes would have been completely severed.

Of all the cases in recent history where a safety shoe has been required to prove its worth, not a single one has failed within its limits. But like anything else, however, there is a limit to the amount of protection an individual safety shoe will give.

As the photographs indicate, a safety shoe was placed on a Tinius-Olsen crusher to determine just what the limits of a safety shoe are.

The safety shoe tested by A. Tromp and I. P. Vrolijk, which was picked at random from the supply at

the Lago Commissary, withstood a pressure of 28,000 pounds before collapse. A man's foot would have been completely unharmed under as much as 20,000 pounds or ten tons of pressure.

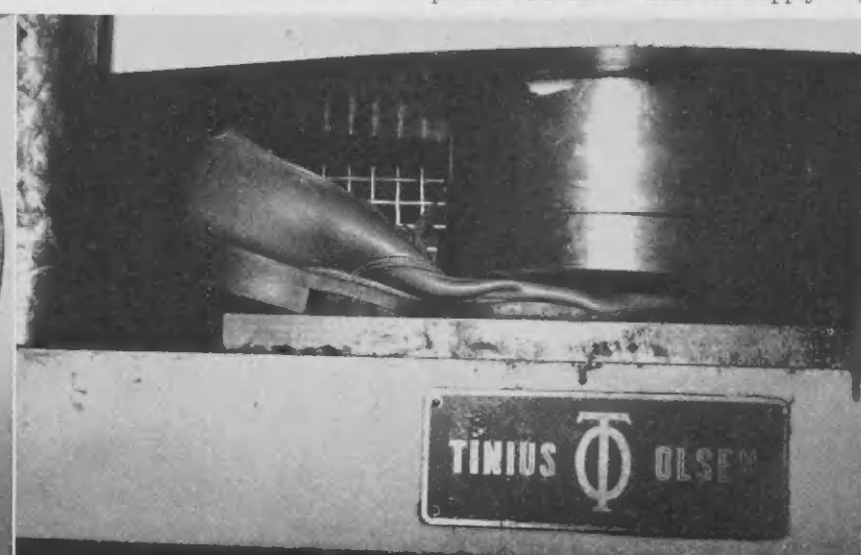
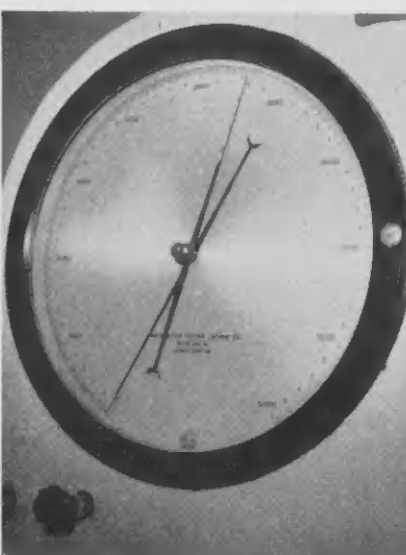
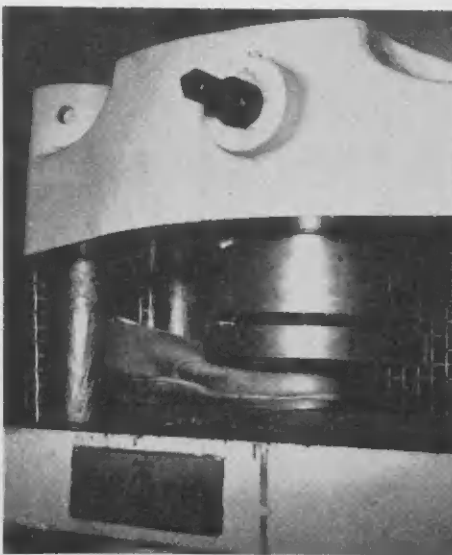
Converting the results of the tests and measuring the effects on the sole of the shoe, it was determined that had the rheostat been dropped from a height of two feet — it actually dropped about seven inches — the impact would have been about 15,000 pounds or still some 5,000 pounds short of approaching the safety limit.

Except under experimental conditions it would be a relatively rare thing for 20,000 pounds of constant pressure to ever become centralized on the small, toe area. If this could be done, however, it would require the equivalent weights of:

Two Fiat 500's	2,040
Ten (55 Gal) Drums	450
100 Gals. Gasoline	605
100 4x8x16 Concrete Blocks	1,500
100 Cubic Feet Dry Hemlock	2,500
100 8x8x16 Concrete Blocks	5,000
Ten Cubic Feet Dry Hickory	530
70 100-lb cement bags	7,000
Ten Auto Batteries (dry)	370
	19,995

It has been estimated that about 2,000 Lago employees have a definite need for safety shoes in their everyday refinery activities. This estimate excludes office personnel and the like and examined primarily the needs and functions of persons in Mechanical, Process, Marine and Technical Departments.

When one looks at the cost of safety shoes, one must also look at the cost of not wearing them. In terms of providing for one's family, there's no question that safety pays huge dividends.



BRAND NEW safety shoe was placed on Tinius-Olsen crusher and sustained a constant pressure of some 28,000 pounds before complete collapse. At far right, A.T romp and I. P. Vrolijk examine their work. A man's foot would have been safe at 20,000 pounds. SAPATO DI seguridad nobo a ser poní ariba un crusher Tinius-Olsen y a worde sometí na un presion constante di como 28,000 liber promer cu el a faya completo. Na mas banda drechi, A. Tromp y I. P. Vrolijk ta examina nan trabao.

NEWS AND VIEWS



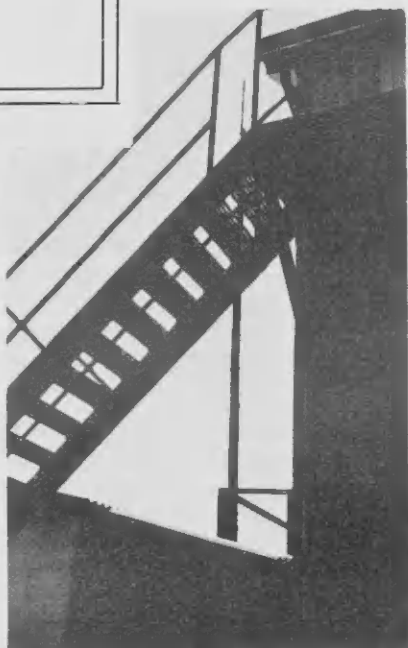
A PARADOX in use of space is provided by photos showing the difficulties involved in backing up a crane for maintenance while two small Fiats stand alone in a wide expanse.



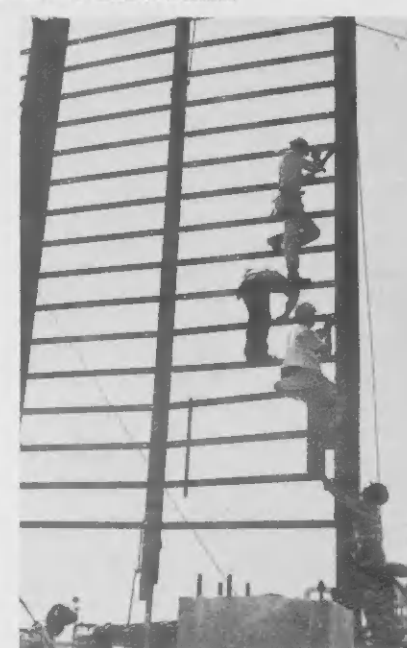
ALGO ENCREIBLE pero berdad den uso di espacio ta munstrá door di portretnan cu ta demonstra dificultadnan pa back un grua pa haci trabao di mantencion.



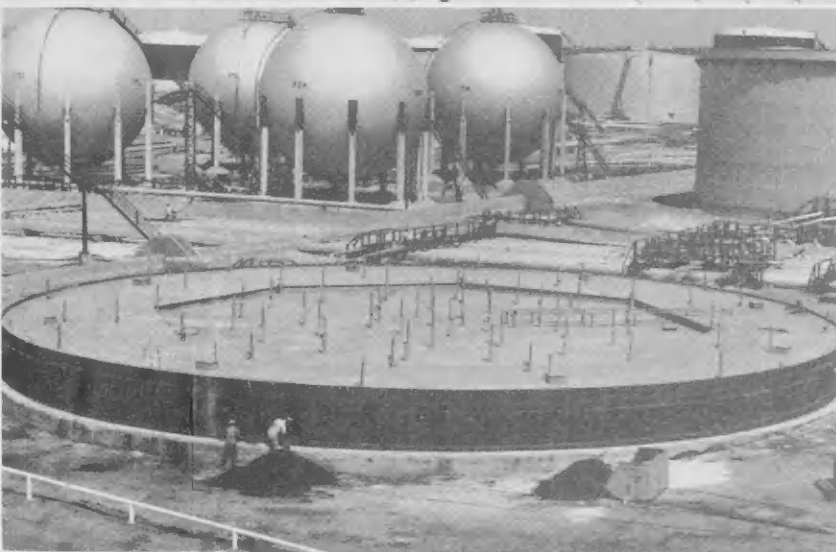
MACARIO DE Cuba of the printing plant holds what is believed to be a frogfish or batfish. It was caught in a net at Noord by Francisco Thiel of LOF.



SILHOUETTED AGAINST a noonday sun, one refinery stairway appears as if it were lifted from a modernistic charcoal drawing. Much of the refinery's equipment has certain aesthetic qualities along with its functional design.



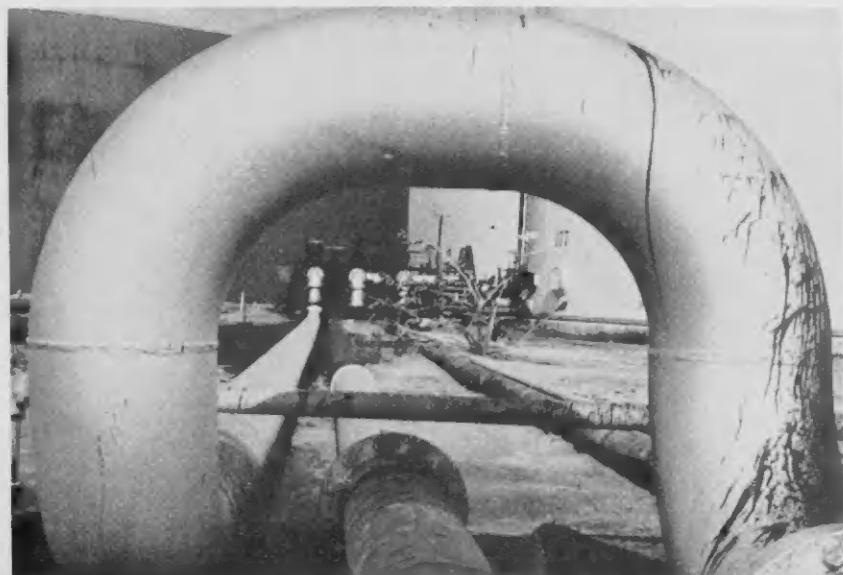
THERE ARE different ways to reach above the normal arm's length. Photo shows Lago workmen climbing a wide ladder.



ONE WAY to keep track of bolts is to place them together. One Lago employee's provides a study in design and balance.



LAGO'S FUTURE marine skyline may well be represented by a series of ships minus the familiar super structure. The Petroqueen, capable of hauling a 38,000-ton load, is a step in that direction. The capacity represents some 285,000 barrels of crude oil.



EVEN INSIDE a massive industrial complex such as Lago, the forces of nature strive for their place in the sun, but with expected results, as shown by the small bush trying to rise near oil lines.



INSIDE ONE tank down for maintenance, a ray of light shatters the darkness and, as shown, creates a beautiful and accidental union between the forces of nature and the objects of industry.



PADEN DI un tanki cu ta abao pa mantencion, un rayo di solo ta plama e scuridad y, manera ta munstrá, ta crea un union bunita y accidental entre e forzanan di naturaleza y e obhetonan di industria.

Bisa 'Baril' No Mas, Sin Sabi Su Contenido y Bo Por Haya Mas cu Esey

Un baril ta un baril... of 'n ta 'sina?
E palabra "baril" ta un parti importante di terminologia di industria petrolera mescos cu "batting average" ta pa beisbol. Sinembargo, manera ta socede den ambos esfuerzo, tin bez hende no por indica e hungadornan sin un borch di anotacion — y mas tanto ainda ta e caso cu

Peeren, Fox, Saunders Den Fila di Anuitante; Servicio Mas cu 79 Anja

Tres empleado di Lago cu un total di mas di setenta y nueve anja di servicio hunto ta ariba lista pa retira cu pension na fin di Maart.

E grupo nobo di pensionista aki consisti di Cornelius F. J. Peeren, Richard H. Saunders y Albert E. Fox. Nan tin, respectivamente, mas di trinta y uno, trinta y dieziete anja di servicio.

Sr. Peeren su fecha di empleo tabata Januari 10, 1933 como un Electricien 4a Clase. Via un serie di promocion, el a progresa te na e rango di Tradesman, subforeman, tradesforeman, y na 1946 a worde nombrá Zone Foreman. Na 1949, el a cambia pa Marine Department como un Inspector Electrical na Shipyard na unda el a keda te 1953, tempo cu el a ser nombrá Instructor di Trabao pa Electricien den Depto. Mechanical. Na 1962, el a keda nombrá como Assistant Zone Supervisor y na 1963 el a bira un Craft Specialist, su posicion actual. Sr. Peeren lo laga Aruba April 1.

Sr. Saunders tabata empleá pa servicio ariba lama cu Esso Transportation Company na Maart 1934, na unda el a keda te su cambio pa Lago como un Subforeman di Docknan na Receiving & Shipping. Na anja 1948, el a ser nombrá Foreman. El a haya promocion pa Relief Foreman na 1953 y dos anja despues a ricibi promocion pa Shift Foreman, cual ta su posicion actual. Sr. Saunders lo laga Aruba April 1.

Sr. Fox a ser empleá abordo di bapornan di Esso Transportation na Juni 6, 1946. Na 1954 el a ser transferi pa Lago como un captan di remolcador den Depto. di Marina, cual ta su posicion al presente. Sr. Fox lo laga Aruba Maart 26.

baril especialmente si hende mester usa e referencia ey pa algo otro cu ta crudo of producto petrolero.

Pa cuminsa, tin un variedad di barilnan cu ta estableci segun ley y costumber. Hasta den industria petrolera, si bo bisa "baril" caba, quizas bo mester duna un splicacion mas detaya.

Ta parce cu segun costumber, un baril di crude of producto petrolero di 42 galon ta nifica un "baril" pa obhetonan statistico. Lago, por ehempel, tin un produccion di 440,000 baril di 42 galon pa dia. En cambio, lo ta un trabao duro pa hende busca un berdadero baril di 42 galon na cualkier parti den refinaria. Loke ta parce un baril y hopi bez ta ser yamá un baril en realidad ta un drum cu ta contene 55 galon, aunque e instrument cu ta ser usá pa saka su contenido ta ser yamá un "pomp di baril" envez di, por ehempel, "pomp di drum."

Ariba e terreno di liquido fermentá, belasting ta worde basá ariba un baril di 31 galon y hopi Estadonan di Merca ta determina e contenido di un baril pa liquido na trinta y uno y mei galon. Un Estado ta conta 36 galon pa un baril pa midimento di regenbak. Pa alcohol cu percentahe fiho, Ley Federal di Estados Unidos ta reconoce un baril di 40 galon.

Y pa confundi e asunto mas, tin baril seco y tambe baril muhá of liquido Uno di e midirnan pa fruta, berdura y otro mercancia seco, tambe ta "baril". E baril aki ta igual na 3,281 schepel, cual ta un midir mas popular den e caso aki. E ultimo informacion aki parce no ta presenta ningun problema, sinembargo, como cu un schepel ta un midir standard — excepto si ta trata di un cierto clase di fresa, yamá cranberry.

Mientras un baril di fruta of berdura ta igual na 3,281 schepel, un baril di cranberry ta igual na 2,709 schepel. Ta bastante stranj cu e baril di fruta cu ta igual na 3,281 schepel tin un midir den duim cubico di 7056, mientras un baril di

Twenty Lago Employees Divide Fls. 665 In February From CYI Awards System

Twenty Lago employees divided Fls. 665 in CYI awards for February, but no suggestor-of-the-month was named. Total awards for 1964 thus far have been Fls. 1475. Of the twenty suggestions accepted, fourteen applied to the Process operation, five to Mechanical and one to Medical.

Mechanical Dept. Administration	
J. Kelly	Fls. 25
Building & Services	
J. R. Koolman	Fls. 25
H. V. Tromp	Fls. 25
L. N. Peters	Fls. 25
F. Geerman	Fls. 25
Equipment	
F. R. Lo-Fo-Sang	Fls. 35
E. C. P. Jackson	Fls. 25
R. Ranes	Fls. 25
Metal Section	
A. Boezem	Fls. 25
Process Dept. C&LE	
J. R. Montnor	Fls. 65
Proc.-Cracking. Install check valves on discharge of pumps #1310 & 1311.	
A. N. Maduro	Fls. 60
Proc.-Cracking. Relocate the ARC-10 transmitter from west of T-4 tower to east of T-5 tower next to controller.	
J. R. Montnor	Fls. 45
LOF	
B. J. Amaya	Fls. 60
Proc.-LOF. Tie-in 8" AVI wash line to 8" alky line.	
I. E. Morris	Fls. 25
E. F. Ras	Fls. 25
Rec. & Ship.	
A. B. Semerel	Fls. 35
Utilities	
G. D. Stamper	Fls. 40
J. V. Croes	2 @ Fls. 25
Pub. Rel. Dept.	
B. R. Ellis, Jr.	Fls. 25

cranberry, cu ta contene 2709 schepel, ta midi 5826 duim cubico.

Pesey, ora ta papia tocante baril, ta un bon idea pa sabi kiko tin aden, sino bo por haya bo mes cu mas cu uno.

Proces Largo for di Simiya di Koffie Pa Wea di Koffie ta Yuda Economia

Anja pasá 100 milion hende na Estados a bebe 137 bilion koppi di koffie — mas cu henter resto di mundo poni hunto. Koffie — e favorito entre bebidanan na Estados Unidos y principal producto di exportacion di Brazil, Colombia, El Salvador, Guatemala, Haiti, Nicaragua y Costa Rica — ta halto ariba lista di productonan valioso di otro paisnan occidental. E ta furni dollars na hacenderonan Latino Americano (kende en turno ta cumpra e productonan di fabricanan di Estados Unidos) y por bien worde describi como e koppi cu ta generalmente deseá y cumprá den un pais unda e no ta crece, pero en cambio di un variedad di otro productonan di ofrece.

No hopi bebedornan di koffie na Estados Unidos ta pensa di nan koppi di koffie mainta como un factor vital den nan mes prosperidad, pero un hecho ta cu e dollars cu ta worde ganá di exportacion di koffie ta worde gastá pa un gran parti pa cumpra cosnan trahá den nan pais.

Ta tuma un cantidad di trabao pa produci un liber di koffie. Pa cuminsa, tu tuma como cinco anja for di tempo un mata di koffie worde plantá te ora e duna producto na cantidad comercial. Durante e tempo aki, matanan mester worde cuidá, gespuit y transplantá cu man. Hasta ora e bira grandi, e mata promedio ta produci no mas cu un liber di koffie hasá y mulá pa anja.

Fruta Yama "Cherry"

E fruta di e mata di koffie yama "cherry", pasobra ora e ta hecho e tin e mes color corrá profundo y forma. Como tur cherry no ta hecha na mes tempo, cada uno mester worde pikí cu man — mas of menos 2000 di nan ta haci un liber di koffie mulá!

Cada cherry tin dos simiya; esaki nos ta yama e pipita di koffie. Nan mester worde separá for di e capa exterior, labá y secá den solo ariba patio grandi habrí durante hopi dia. Despues mester kita un flishi stijf banda pafor for di cada pipita prome cu nan worde sortá, clasificá y yená na saco pa orde barcá. E ta e unico fruta na mundo di cual e carni ta worde tirá afor y e simiya ta worde usá.

Como paso final, ora e yega Estados Unidos, e ta worde hasá, mulá y — na razon di tres bilion liber pa peketa pa worde bendí den tiendanan.

Den Verano Lo tin 26 Oportunidad pa Training Pa Estudiante di Colegio

Bintiseis oportunidad pa training lo existi na Lago e verano venidero bao di e Programa di Verano pa Training pa estudiantenan di Colegio. Di e cantidad aki, dieznuebe lo ta den ramo tecnico.

E programa lo dura ocho siman y a keda fihá tentativamente pa Juni 29 te Aug. 22. A ser anunciá door di Depto. di Relaciones Industrial su Division di Training cu inscripcion den e programa di verano lo keda limitá na e bintiseis pedidas di e departamentonan.

Departamentonan di Comptroller, Tecnico y Mechanical lo tin diezseis oportunidad di training durante verano. Esnan cu ta bini na consideracion ta estudiantenan cu educacion den ingenieria petrolero y quimico, den electronica, quimica, economia, matematico, administracion comercial, estudio pre-medico of biologia.

Otro departamentonan cu lo tin oportunidadnan pa estudiantenan den verano ta Process, Executive, Medical y Industrial y Public Relations. E requerimentonan pa e trabaonan aki ta inclui conocimiento medico y cuidio di enfermo, estudio di ley, artenan grafico y idioma.

Papel di aplicacion por ser obtení na Training Division cuminzando April 1. Nan mester ta yená y mandá back pa Training Division prome cu Juni 1.

Jersey Ta Nombra Patrick Coordinator Latino America

E anterior ehecutivo di Creole Petroleum William I. Patrick a ser nombrá Coordinador Regional pa Latino America door di Jersey Standard. Sr. Patrick tabata Asistente Coordinador Regional pa Europa, Mediteraneo y W. Africa.

Princess Beatrix Christens Tanker

Sailing the world's great waters is the Esso Den Haag, at 90,000 tons the largest ship in the merchant fleet of the Netherlands. It was launched July 4, 1963, and there were 300 who watched HRH Princess Beatrix christen the Esso tanker. The tanker was built in the Verolme Shipyards in Rozenburg. HRH Princess Beatrix was accompanied by C. R. Smit, president of Esso Nederland.

Nabegando e lama-nan grandi di mundo ta Esso Den Haag, cual cu su 90,000 ton ta e bapor mas grandi di flota mercantil di Holanda. El a worde bahá na awa Juli 4, 1963 y tabatin 300 persona cu a mira SAR Prinses Beatrix batizá e Esso tanker. E tankero a worde trahá den Astillero Verolme na Rozenburg. SAR Prinses Beatrix tabata acompañá pa C. R. Smit, president di Esso Nederland.



HRH PRINCESS Beatrix christened the 90,000-ton Esso Den Haag July 4, 1963, at the Verolme Shipyards in the Netherlands municipality of Rozenburg. SAR PRINSES Beatrix a batiza Esso Den Haag di 90,000 ton dia 4 di Juli 1963 na e astillero di Verolme den e municipio Rozenburg na Holanda.



THE DAUGHTER of one of the directors of Esso Nederland presented flowers to HRH Princess Beatrix. YIU MUHER di uno di e directornan di Esso Nederland a presentá un bouquet na SAR Prinses Beatrix.

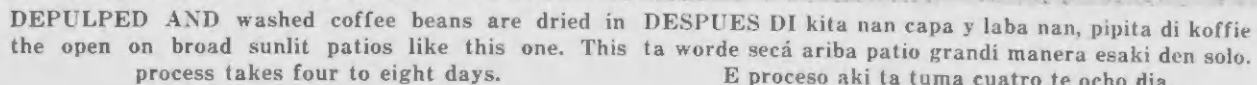


IN THE engine room of the Esso Den Haag, HRH Princess Beatrix shows keen interest in the massiveness of the tanker's propulsor gear. DEN SALA di maquina di Esso Den Haag, SAR Prinses Beatrix ta muntra interes intenso den e mecanismo di propulsor solido di e tankero.



ACCOMPANYING HRH Princess Beatrix were C. Verolme, shipyard president, and C. R. Smit, Esso Nederland president. ACOMPANJANDO SAR Prinses Beatrix tabata C. Verolme, president di e astillero, y C. R. Smit, president di Esso Nederland.

As final step, on arrival in the U.S., it is roasted, ground and packaged for sale in grocery stores — about three billion pounds a year.



Another major league baseball season gets underway April 13, and the international pastime will attract great numbers of tourists from abroad as much as many of the more formal American landmarks.

One special feature of the 1964 All-Star game, scheduled for the New York Met's Shea Stadium July 7, is that the event is within walking distance of the enormous New York World's Fair Pavillions.

As is customary, the Washington Senators will open the season one day before the rest of the league. Bulk of the action begins on April 14. Los Angeles Angels will oppose the Senators in the opener.

At the nation's capital, President Lyndon B. Johnson is scheduled to throw out the first ball.

JULY	N. Y.	BALT.	BOSTON	CLEVE.	WASH.	CHICAGO	DETROIT	KAN. C.	L. A.	MINN.	JULY
10-F	At Wash.(n)	At Cleve.(n)	At Det.(1-n)	Balt.(n)	N. Y.(n)	At L. A.(1-n)	Boat(1-n)	Minn.(n)	Chic.(1-n)	At K. C.(n)	10-F
11-Sat	At Wash.	At Cleve.	At Det.	Balt.	N. Y.	At L. A.	Boat.	Minn.	Chic.	At K. C.	11-Sat
12-Sun	At Cleve.(2)	At Det.(2)	At Wash.(2)	N. Y.(2)	Boat(2)	At K. C.(2)	Balt.(2)	Chic(2)	Minn.(2)	At L. A.(2)	12-Sun
13-M	At Cleve.(n)	At Det.	At Wash.(n)	N. Y.(n)	Boat(n)	At K. C.(n)	Balt.	Chic(n)	Minn.(n)	At L. A.(n)	13-M
14-Tu	Balt.(n)	At N. Y.(n)	Chic(n)	At K. C.(n)	At Minn.(n)	At Boat(n)	At L. A.(n)	Cleve(n)	Det(n)	Wash(n)	14-Tu
15-W	Balt.	At N. Y.	Chic(n)	At K. C.(n)	At Minn.(n)	At Boat(n)	At L. A.(1-n)	Cleve(n)	Det(n)	Wash(n)	15-W
16-Th	Balt.(n)	At N. Y.(n)	Chic(n)	At K. C.	At Minn.	At Boat.	At L. A.	Cleve.	Det(n)	Wash.	16-Th
17-F	Cleve(n)	Det(n)	Wash(n)	At N. Y.(n)	At Boat.	K. C.(n)	At Balt(n)	At Chic(n)	At Minn.(n)	At L. A.(n)	17-F
18-Sat	Cleve.	Det.(1-n)	Wash.	At N. Y.	At Boat.	K. C.	At Balt.(1-n)	At Chic.	At Minn.	At L. A.	18-Sat
19-Sun	Cleve.(2)	Det.	Wash.(2)	At N. Y.(2)	At Boat(2)	K. C.(2)	At Balt.	At Chic(2)	At Minn.(2)	At L. A.(2)	19-Sun
20-M	Wash.(n)	Cleve(n)	Det(n)	At Balt(n)	At N. Y.(n)	At L. A.(1-n)	At Boat(n)	At Minn(n)	At Chic.(1-n)	K. C.(n)	20-M
21-Tu	Wash.	Cleve(n)	Det(n)	At Balt(n)	At N. Y.	At L. A.(n)	At Boat(n)	At Minn(n)	At Chic(n)	K. C.(n)	21-Tu
22-W	Wash.	Cleve(n)	Det.	At Balt(n)	At N. Y.(n)	At L. A.	At Boat.	At Minn.	At Chic.	K. C.	22-W
23-Th	Wash(n)	Cleve(n)	Det.	At Balt(n)	At N. Y.(n)	At L. A.	At Boat.	At Minn.	At Chic.	K. C.	23-Th
24-F	At Det(n)	Wash(1-n)	At Cleve(n)	Boat(n)	At Balt(1-n)	Minn(n)	N. Y.	At K. C.(n)	At Chic(n)	At K. C.(n)	24-F
25-Sat	At Det.	Wash(n)	At Cleve.	Boat.	At Balt(n)	Minn.	N. Y.	At K. C.	At Chic.	At K. C.	25-Sat
26-Sun	At Det.(2)	Wash.	At Cleve.(2)	Boat(2)	At Balt.	Minn(2)	N. Y.(2)	At K. C.(2)	At Chic(2)	At L. A.(2)	26-Sun
27-M	At L. A.(n)	At Minn(n)	At K. C.(n)	At Wash(n)	Cleve(n)	At Det(n)	Chic(n)	Boat(n)	N. Y.(n)	Balt(n)	27-M
28-Tu	At L. A.(n)	At Minn(n)	At K. C.(n)	At Wash(n)	Cleve(n)	At Det(n)	Chic(n)	Boat(n)	N. Y.(n)	Balt(n)	28-Tu
29-W	At L. A.(n)	At Minn.	At Minn.	At Wash(n)	Cleve(n)	At Det.	Chic.	Boat(n)	N. Y.(n)	Balt(n)	29-W
30-Th	At Minn(n)	At K. C.(n)	At L. A.(n)	Det(n)	Chic(n)	At Wash(n)	At Cleve(n)	Balt(n)	Boat(n)	N. Y.(n)	30-Th
31-F	At Minn(n)	At K. C.(n)	At L. A.(n)	Det(n)	Chic(n)	At Wash(n)	At Cleve(n)	Balt(n)	Boat(n)	N. Y.(n)	31-F
AUGUST											AUGUST
1-Sat	At Minn.	At K. C.(n)	At L. A.(n)	Det.	Chic.	At Wash.	At Cleve.	Balt(n)	Boat(n)	N. Y.	1-Sat
2-Sun	At Minn.	At K. C.	At L. A.	Det.(2)	Chic(2)	At Wash(2)	At Cleve(2)	Balt.	Boat.	N. Y.	2-Sun
3-M	At K. C.(n)	At L. A.(n)	At Minn(n)	Wash(n)	At Cleve(n)	Det(n)	At Chic(n)	N. Y.(n)	Balt(n)	Boat(n)	3-M
4-Tu	At K. C.(n)	At L. A.(n)	At Minn(n)	Wash(n)	At Cleve(n)	Det(n)	At Chic(n)	N. Y.(n)	Balt(n)	Boat(n)	4-Tu
5-W	At K. C.	At L. A.(n)	At Minn(n)	Wash(n)	At Cleve(n)	Det(n)	At Chic(n)	N. Y.	Balt(n)	Boat(n)	5-W
6-Th	At K. C.	At N. Y.(n)	At Minn.	Wash(n)	At Cleve(n)	Det(n)	At Chic(n)	N. Y.	Balt(n)	Boat(n)	6-Th
7-F	Balt(n)	At N. Y.(n)	At Chic.	Min.	At L. A.(n)	Boat.	K. C.(n)	At Wash(n)	At Cleve(n)	At K. C.(n)	7-F
8-Sat	Balt.	At N. Y.	At Chic.	Min.	At L. A.(n)	Boat.	K. C.	At Det.	Wash(n)	At Cleve.	8-Sat
9-Sun	Balt(2)	At N. Y.(2)	At Chic(2)	Minn(2)	At L. A.	Boat(2)	K. C.(2)	At Det(2)	Wash.	At Cleve(2)	9-Sun
10-M	Chic(n)	Boat(n)	At Balt(n)	At L. A.(n)	At K. C.(n)	At N. Y.(n)	At Minn(n)	Wash(n)	Cleve(n)	Det(n)	10-M
11-Tu	Chic.	Boat(n)	At Balt(n)	At L. A.(n)	At K. C.(n)	At N. Y.(n)	At Minn(n)	Wash(n)	Cleve(n)	Det(n)	11-Tu
12-W	Chic(n)	Boat(n)	At Balt(n)	At L. A.(n)	At K. C.(n)	At N. Y.(n)	At Minn(n)	Wash(n)	Cleve(n)	Det(n)	12-W
13-Th	Chic(n)	Boat(n)	At Balt(n)	At L. A.(n)	At K. C.(n)	At N. Y.(n)	At Minn(n)	Wash(n)	Cleve(n)	Det(n)	13-Th
14-F	At Balt(n)	N. Y.(n)	Chic(n)	At Minn(n)	At L. A.(1-n)	At Boat(n)	At K. C.(n)	Det(n)	At Wash(n)	Cleve(n)	14-F
15-Sat	At Balt(n)	N. Y.(n)	Chic.	At Minn.	L. A.	At Boat.	At K. C.(n				

(n) Denotes night game. (t-n) Denotes twilight-night double-header. Games not preceded by "At" are home games.